

**PROPOSED COUNCIL STUDY ISSUE**For Calendar Year: 2004**Continuing****New****Previous Year (below line)      X****Issue:** Sunnyvale Light Rail Corridor Alignment Study**Lead Department:** Public Works**General Plan Element or Sub-Element:** 1.1 Land Use and Transportation**1. What are the key elements of the issue? What precipitated it?**

The Valley Transportation Plan 2020 identifies a rapid transit corridor from North Sunnyvale to Cupertino through downtown Sunnyvale. While the Plan is not specific to the mode of travel that would serve this corridor, previous plans have suggested light rail as a preference. Completion of an alignment to downtown Sunnyvale would link downtown to the County LRT system. Completion of a Cupertino connection combined with a Stevens Creek Rapid Transit Corridor, would provide a regional "loop" system for light rail.

Detailed alignment planning for a downtown Sunnyvale extension was completed in 1991. Several different alignments were proposed, some of which have been precluded by land development. These studies could be updated. Downtown planning and development in the intervening years has generated new ideas for rapid transit alignments, as well.

This study would conduct conceptual engineering, station location analysis, traffic analysis, community involvement, and other preliminary environmental analyses on several alignment alternatives for a North Sunnyvale-downtown Sunnyvale-South Sunnyvale LRT service. Information presented would allow comparison of alternatives and identification of adequate alternatives. Staff envisions a team approach with involvement from potentially affected agencies and stakeholders, including the Valley Transportation Authority. Information from this study will feed subsequent preparation of Major Investment Studies required to secure federal construction funding for rapid transit.

Currently the VTA is realizing lower-than-anticipated revenue projections for its transportation sales tax, which may affect the ability to conduct additional planning and engineering for future light rail corridors. As currently planned, transportation sales taxes were to pay for one Major Investment Study sometime in the life of the 30 year tax. Decreased revenue has made it unclear what the timing or feasibility of new VTA light rail corridor planning is in the current long range transportation plan.

**2. How does this relate to the General Plan or existing City Policy?**

Land Use and Transportation R1.8.4, Support efforts to plan and implement effective inter-jurisdictional transportation facilities.

**3. Origin of issue:**

**Councilmember:** Walker, Howe

**General Plan:** \_\_\_\_\_

**Staff:** \_\_\_\_\_

**BOARD or COMMISSION**

**Arts**

**Housing & Human Svcs**

**Bldg. Code of Appeals**

**Library**

**BPAC**

**Parks & Rec.**

**CCAB**

**Personnel**

**Heritage & Preservation**

**Planning**

**Board / Commission Ranking/Comment:**

\_\_\_\_\_ **Board / Commission ranked** \_\_\_\_\_ **of** \_\_\_\_\_

**4. Due date for Continuing issues (if known):**

\_\_\_\_\_

**5. Multiple Year Project? Yes ☒ No Expected Year of Completion 2005****6. Estimated work hours for completion of the study issue.**

(a) Estimated work hours from the lead department 1000

(b) Estimated work hours from consultant(s): 2000

(c) Estimated work hours from the City Attorney's Office: 5

(d) List any other department(s) and number of work hours:

**Department(s):** CDD 250 and Public Safety 10 260

**Total Estimated Hours:** 3265

**7. Expected participation involved in the study issue process?**(a) Does Council need to approve a work plan? Yes ☒ No(b) Does this issue require review by a Board/Commission? Yes ☒ NoIf so, which Board/Commission? Planning & BPAC(c) Is a Council Study Session anticipated? Yes ☒ No

(d) What is the public participation process?

Community outreach meetings, citizen representation on oversight team, BPAC, Planning Commission, City Council public hearing

**8. Estimated Fiscal Impact:**

Cost of Study	<u>\$250,000</u>
Capital Budget Costs	<u>\$</u>
New Annual Operating Costs	<u>\$</u>
New Revenues or Savings	<u>\$</u>
10 Year RAP Total	<u>\$250,000</u>

**9. Staff Recommendation**

Recommended for Study

Against Study

No Recommendation

X Deferred

Explain below staff's recommendation if "for" or "against" study. Department director should also note the relative importance of this study to other major projects that the department is currently working on or that are soon to begin, and the impact on existing services/priorities.

Staff does not believe that conducting an alignment study at this time is a worthwhile investment for the City. A light rail alignment study would be a productive effort if it had the potential to advance planning for a major federal transit investment. There is no foreseeable opportunities for local (Santa Clara County) investment for light rail in Sunnyvale, as all local transit development monies are currently constrained for other corridors and projects through the lifetime of Santa Clara County's long range transportation plan. In fact, currently the VTA is realizing lower-than-anticipated revenue projections for its transportation sales tax, which may affect the ability to conduct additional planning and engineering for future federally funded light rail corridors as envisioned in the existing plan. As currently planned, transportation sales taxes were to pay for one Major Investment Study (MIS) per federal requirements for a corridor to be

determined sometime in the life of the 30 year tax. A Sunnyvale-sponsored study might attract this MIS investment to a Sunnyvale corridor. However, at this time decreased revenue has made it unclear what the timing or feasibility of any new VTA light rail corridor planning is in the current long range transportation plan. It is distinctly possible that no new light rail corridors will be developed over the next 30 years beyond what is already programmed for construction, particularly given the likely pressure on transit investment to deliver the BART to San Jose project. Staff believes that a study of LRT alignments in Sunnyvale should be deferred until such time as the regions funding outlook for transit and LRT is more favorable.

*reviewed by*

\_\_\_\_\_  
**Department Director**

\_\_\_\_\_  
**Date**

*approved by*

\_\_\_\_\_  
**City Manager**

\_\_\_\_\_  
**Date**